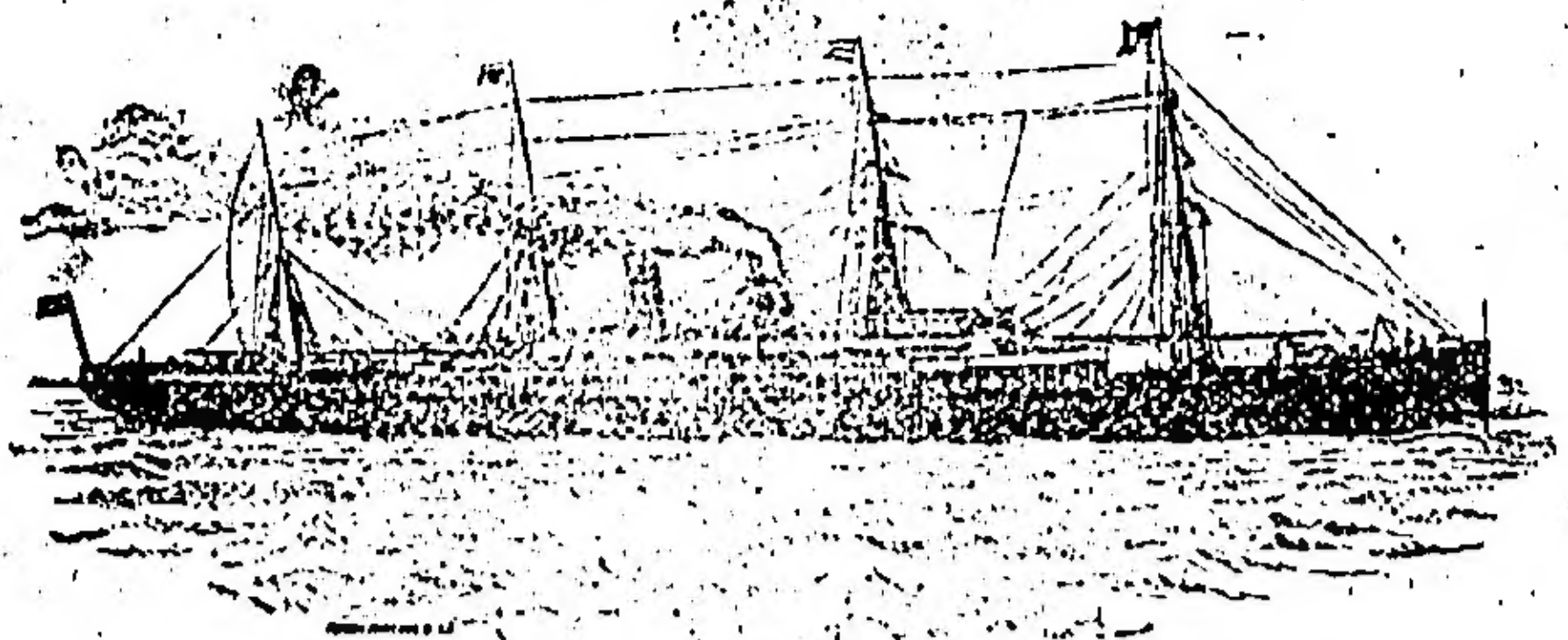


U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.
"NIPPON MARU".....TUESDAY, 8th September, at Noon.
"SIBERIA".....WEDNESDAY, 10th September, at Noon.
"COPTIC".....SATURDAY, 26th September, at Noon.
"AMERICA MARU".....SATURDAY, 3rd October, at Noon.
"KOREA".....TUESDAY, 13th October, at Noon.
"GABRIEL".....TUESDAY, 20th October, at Noon.
"HONGKONG MARU".....WEDNESDAY, 28th October, at Noon.
"CHINA".....FRIDAY, 6th November, at Noon.
"DORIS".....SATURDAY, 14th November, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 8th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 1st September, 1903.

J. STUART THOMSON, Acting Agent.

ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.

"EMPIRESS" Twin Screw Steamships, 4,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

R.M.S. "EMPIRESS OF JAPAN".....6,000 Tons.....WEDNESDAY, 23rd September.
"TARTAR".....4,425 ".....WEDNESDAY, 7th October.
"EMPIRESS OF CHINA".....4,000 ".....WEDNESDAY, 21st October.
"ATHENIAN".....3,882 ".....WEDNESDAY, 4th November.
"EMPIRESS OF INDIA".....6,000 ".....WEDNESDAY, 18th November.
"EMPIRESS OF JAPAN".....6,000 ".....WEDNESDAY, 16th December.
"EMPIRESS OF CHINA".....6,000 ".....WEDNESDAY, 13th January, 1904.
"ATHENIAN".....3,882 ".....WEDNESDAY, 27th January.
"EMPIRESS OF INDIA".....6,000 ".....WEDNESDAY, 10th February.
"TARTAR".....4,425 ".....WEDNESDAY, 24th February.
"EMPIRESS OF JAPAN".....6,000 ".....WEDNESDAY, 9th March.
"EMPIRESS OF CHINA".....6,000 ".....WEDNESDAY, 30th March.
"EMPIRESS OF INDIA".....6,000 ".....WEDNESDAY, 20th April.
"ATHENIAN".....3,882 ".....WEDNESDAY, 27th April.
"EMPIRESS OF JAPAN".....6,000 ".....WEDNESDAY, 11th May.

THE magnificent "EMPIRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES. Freight and Passengers.
HAMBURG.....13th Sept.
HAMBURG.....23rd Sept.
HAMBURG.....6th October.
HAMBURG.....20th October.
HAMBURG.....3rd Nov.

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.
No. 1, Queen's Buildings.

Hongkong, 29th August, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain H. D. Jones.
"POWAN," 2,338 " " " " G. F. Morrison, R.N.R.
"FATSHAN," 2,200 " " " " A. W. Dixon.
"HANKOW," 3,073 " " " " C. V. Lloyd.
"KINSHAN," 2,860 " " " " J. J. Lossius.
Departures from HONGKONG to CANTON daily at about 7 A.M. and to A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG HAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 563 tons, Captain R. D. Thomas.
"SINAM," 588 " " " " B. Branch.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 4th August, 1903. 1357c

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

C. W. CLARK,
No. 4, ICE HOUSE STREET,
Between Queen's Road and Des Vaux Road.
AMATEUR WORK GIVEN SPECIAL
ATTENTION.
FULL LINE OF SUPPLIES
ALWAYS IN STOCK.
ORIENTAL
COSTUMES AND
FANCY DRAPERIES
FURNISHED.
WORK GUARANTEED TO BE
THE BEST IN THE COLONY.
LADIES' SPECIAL TOILET DOORS.
PATRONAGE RESPECTFULLY SOLICITED.

THEY HAVE ARRIVED

57 Varieties of good things for the table.
HEINZ
Do you know
That HEINZ SWEET PICKLES are entirely different from other Pickles.
That HEINZ SWEET PICKLES are not only safe to eat freely in the tropics but they assist digestion and stimulate the appetite.
That HEINZ SWEET PICKLES are the ideal pickles for the tropics.
That you can buy HEINZ SWEET PICKLES from your grocer or from—

THE MUTUAL STORES and
ANGLO-AMERICAN STORES.

Hongkong, 26th August, 1903.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1903.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that
the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH CO.,
VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!
KRUSE & Co.,
CONNAUGHT HOUSE.

954c

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 28.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the Bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1573c

GO TO THE
KOWLOON HOTEL,
KOWLOON.

FRANK F. JEWELL,
Manager.

J. W. OSBORNE,
Proprietor.

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS
will be held at the COMPANY'S HOTEL, on
MONDAY, the 7th September, 1903, at Noon,
for the purpose of receiving a Statement of
Accounts of the Company to the 30th June,
1903, with the Report of the Directors, and to
discuss any matter that may be competently
brought before the Meeting.
The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 7th
September, both days inclusive.
By Order of the Board,

C. MOONEY,
Secretary.

Hongkong, 27th August, 1903.

MADAM FLINT & CO.

IMPORTERS OF FRENCH
MILLINERY AND DRESSMAKING.

MATERIAL ACCEPTED AND DESIGNED
during the Summer Months.

PRICES MODERATE.

CONNAUGHT HOTEL: Rooms 4 and 5.

Hongkong, 31st August, 1903. 1062c

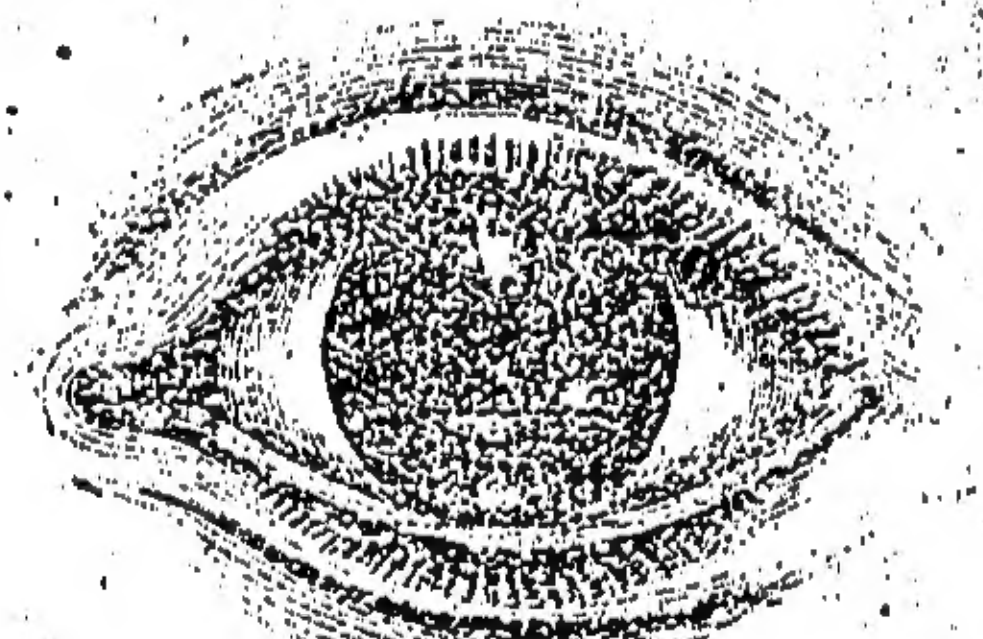
NOTICE.

OWNERS of Tenement Houses are re-
minded that Notices of Intention to
Improve must be sent to the Secretary of the
Board THREE CLEAR DAYS before the Work
is commenced.

By Order,

G. A. WOODCOCK,
Secretary.

Sanitary Board Room,
Hongkong, 29th August, 1903. 1064c



N. LAZARUS,
OPHTHALMIC OPTICIAN
OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism
ground on the premises.

Spectacles and Eyeglasses in all styles
and metals.

Consulting Room:

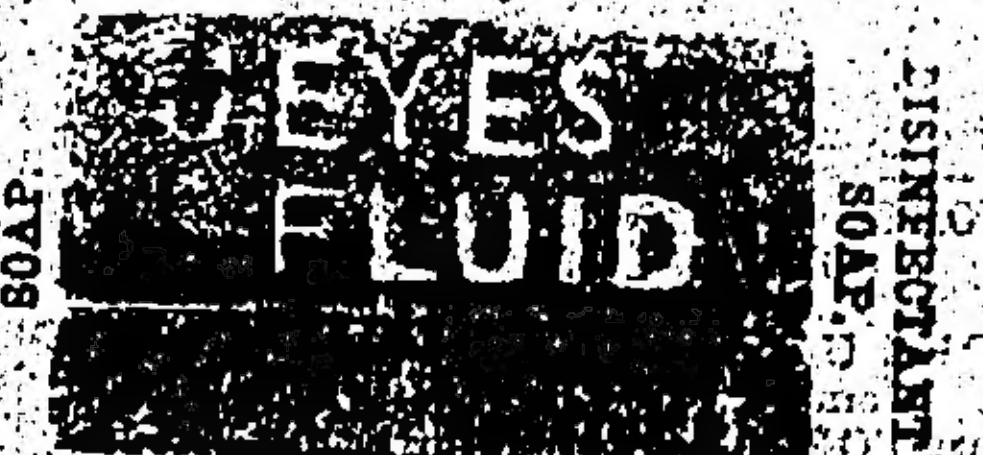
No. 16, Queen's Road Central,
Nearly opposite the Hongkong Hotel with
entrance through store of R. Houghton, Tailor.

DAVID BENJAMIN,
Manager.

Hongkong, 23rd June, 1903. 16c

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 9th March, 1901. 11c

EMPLOYMENT WANTED.

AN ENGLISH EDUCATED SMART
CHINESE, speaks English fluently,
having Practical Commercial, General Office,
and Shipping Experience; at present holding
a Permanent Position seeks a Responsible
Post.

Address:—

"A.B.C."
C/o H.K. Telegraph Co. Ltd.

Office: Ice House Road.

Hongkong, 31st August, 1903. 1066c

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong 15th August 1903. 179

JUST ARRIVED.

PER S.S. "HITACHI MARU."

HASTINGS and NAPHW'S YORK
CUT HAM and BACON, quite Fresh.

Prices Reasonable.
5 per cent Discount.

H. RUTTONJEE,
No. 5, D'Aguiar Street.

and
36 and 38, Elgin Road, Kowloon.

Hongkong, 27th August, 1903. 1043c

THE SIKH RELIGION.

By means of his two lectures on the religion and history of the Sikhs Mr. Macauliffe has performed a signal service both to the Government of India and the private student. In the first lecture, upon which we have already commented, he showed how by precept and practice the Sikh Gurus built up a noble system of ethical monthism; in the second, he described the manner in which the heroic ethics of the Gurus became embodied in one of the most remarkable fighting nations of which history has any record. The first lecture was, perhaps, the more interesting for the reason that by liberal quotation from the Sikh Scriptures, it gave the clue to the genesis of that martial temper which played so remarkable a part in the historical development of Northern India and furnished an example of the unity of idea and aim by which all the vital religious systems of humanity have been inspired. Mr. Macauliffe entered a protest against the tendency to which most Europeans are subject of considering the Sikh religion a merely heathen superstition, and deeming the spiritual happiness and loyalty of its professors a negligible matter. The protest is well founded, and we do not think that any one who has heard or read Mr. Macauliffe's exposition is likely to offend in this direction again. To find a parallel to the stirring history of the Sikhs we must go back to the beginning of European history, to the epics of Greece and Scandinavia with their constant glorification of the heroic virtues; while it might be suggested, with more than a superficial show of justification, that nowhere outside the sacred literature of the Hebrews shall we find anything to stand beside the mingled fervour and steadfastness which is the enduring characteristic of the teaching of the Gurus. Perhaps it would not be wide of the mark to suggest that the fervid monotheistic faith which was the inspiration of Hebrew and Sikh alike in the greater ages of their national history accounts in a measure for the continual resemblances between their utterances, their general conception of duty as warfare, and the magnificent confidence in which they went forth to battle. Mr. Macauliffe quoted the description, by the Persian writer Khafī Kilān, of the death of Gobind Singh, the last and greatest Guru, the manner of farewell to the world is irresistibly reminiscent of the death of Socrates. Gobind Singh's legacy to his people was the memory of a superb constancy and heroism, coupled with the final injunction to follow the teachings of the Gurus and to obey the "Sahib Granth" as the visible embodiment of their departed leaders, and with that call to the Everlasting which was never omitted by the Sikhs, for as he said, "those who remember the True Name render their lives profitable, and, when they depart, enter the mansions of bliss."—*Free of India.*

Entertainment.

BOXING.

AT THE CITY HALL TOMORROW,
SEPTEMBER 3RD, 1903.

JONES,

OF H.M.S. "ALBION,"
VERSUS
NEWMAN.

Doors open at 8 P.M. Commence at 9 P.M.
punctually.

Tickets, \$7, \$5, \$3, and \$1,
to be obtained at all leading hotels and the
Comptroller, City Hall.

JAS. CHRISTIE,
Promoter.

Hongkong, 31st August, 1903. [10646]

Notices of Firms.

NOTICE.

MR. HERBERT WILLIAM BIRD,
ARBITRATOR, has this day been admitted
a Partner in our Firm.
Dated Hongkong, the First day of September,
1903.

PALMER & TURNER.

PACIFIC MAIL STEAMSHIP COMPANY,
OCCIDENTAL & ORIENTAL S.S. CO.

AND
TOYO KISEN KAISHA
(ORIENTAL S.S. CO.)

NOTICE.

DURING my ABSENCE from the Colony,
and until further Notice, Mr. J. STUART
THOMSON will ASSUME CHARGE of this
Agency of the above Companies as ACTING
AGENT, after the sailing of the "O. & S.S.
"DORIC," September 1st, 1903.

E. W. TILDEN,
Agent.

Hongkong, 31st August, 1903. [10656]

NAVAL YARD EXTENSION WORKS.

On and after this date, Mr. A. J. WILLIAMS,
C.E., will act as our fully authorised
CHIEF AGENT in connection with these
Works.

PUNCHARD, LOWTHER & CO.
Hongkong, 28th August, 1903. [10476]

Insurance.

THE MUTUAL LIFE INSURANCE
COMPANY OF NEW YORK.

RICHARD A. MCCURDY, President.
ORGANISED IN 1843.

MR. GEORGE ECKLEY has been appointed
AGENCY DIRECTOR of the
above Company and a Branch Office has been
Opened in the Hongkong Club Annex, Ground
Floor, Chater Road.

By Order,
BASIL H. BETTS,
Special Representative for
Hongkong, China and Japan.

Hongkong, 17th August, 1903. [5922]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

The Underwritten AGENTS of the above
Company are prepared to accept first
class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & CO.
Hongkong, 18th May, 1903. [5922]

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 7th day of September,
1903, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN LAND,
at Shaukiwan, in the Colony of Hongkong,
for a term of 75 years, with the option of
renewal at a CROWN RENT to be fixed by
the Surveyor of His Majesty the KING, for one
further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Square Feet	Annual Rent	Upset Price
1	Shaukiwan	60 ft. x 50 ft. x 60 ft. x 50 ft.	3600	30	500

Hongkong, 31st August, 1903. [11636]

Intimations.

THE
ROBINSON
PIANO

Co., Ltd.

NOTE

ENTIRELY - - -
NEW STOCK - - -

to arrive this month. Specially and
most carefully chosen, direct
FROM THE FACTORIES

BY OUR

MR. ROBINSON

NOW IN EUROPE.

GREAT - - -
REDUCTIONS - - -

in our present stock of Pianos and
Musical Goods.

A quantity of old music still left,
being sold very cheap. Call in
and see what we have. All en-
quiries will be most courteously
and promptly answered.

THE APOLLO
PIANO PLAYER

RECITALS DAILY

Price from \$450 up.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has
given another great testimonial to the Apollo
piano-player. She was so delighted with
the instrument that was purchased by her last year
that this second testimonial is even stronger
than the first one that she gave.

Mme. Patti says that the Apollo never has
given her the slightest trouble and that the
new concert grand is one of the most wonder-
ful and perfect piano-players that she has
ever seen.

Hongkong, 2nd September, 1903. [4156]

Kabuto Beer
PURE
DELICIOUS
REFRESHING

may now be had in Cases of
4 Doz. Quarts at \$15.00.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET.

1st September, 1903. [6506]

AMERICAN WATER MELONS!

FRESH HONEY IN COMB!!

75 Cents per lb.

FRESH FIGS!!!

\$1.00 per doz.

All these can be had fresh every day at—

CHING SHAN CHAN,

No. 41, Central Market.

Hongkong, 19th August, 1903. [7776]

CHINESE AMERICAN COMMERCIAL
COMPANY.

司公英華
IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THE Company's OFFICES are established
at Nos. 20 and 21, CONNAUGHT
ROAD opposite DOUGLAS PIER.
Hongkong, 1st May, 1903. [5496]

Intimations.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903. [5952]

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS AND
GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTJENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMAN'S GREY PAINT,
DANIEL'S PATENT MOTOR
LAUNCHES, &c.,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 18th May, 1903. [5952]

MEE CHEUNG,
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

I am now in a position, in his New and Com-
plicated Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.
Hongkong, 18th September, 1903. [5952]

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Rostan, Joubert, Valpey
and others, combines all the desiderata to be sought in a
remedy of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
sultant of a few days only, removing all charges from
the urinary organs, effecting a complete cure of the
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Hongkong, 20th August, 1903.

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Hongkong, 20th March, 1903.

[355e]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to the Editor, 1, Des Voeux Road, and
should be accompanied by the Writer's Name and
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Ordinary business communications should be addressed
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The Editor will not undertake to be responsible for
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five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 2, 1903.

PAKHOI: A DECAYING TREATY PORT.

The treaty port of Pakhoi, opened to foreign trade by the Chefoo Convention twenty-seven years ago, is on the down grade, and, according to Mr. Consul Little, there is no prospect of recovery. In his report from that port for 1902, he says the trade of Pakhoi presents but few features of practical interest to the British merchant. As a place of foreign commerce it has been declining in importance for some years and there appears little or no prospect of a recovery in the future. The occupation by the French of Kwangchow and its establishment as a free port indicates the probability that Pakhoi will be deprived of its trade in a large portion of the hinterland which has hitherto been considered as naturally forming its trade district. Pakhoi, indeed, is not very well situated for a treaty port, and never had any prospect of becoming of much importance except through an artificial obstruction of the natural channels of trade which lie to the north and west of it. Its decline, therefore, does not seem to be a matter for much regret. Some twelve years ago it reached the height of its prosperity when the value of the imports and exports rose to over £1,000,000, but when Mengzi, the West River and Kwangchow were opened up and began to be developed the trade of the port commenced falling below its average level and now signs are not wanting that it will drop considerably lower before it touches bottom. The imports during 1902 were valued at £245,300, a decline of £57,700, which would have been much greater but for the large quantity of rice imported to meet the deficiency in the local supply resulting from a bad harvest. All the chief items declined, especially cottons, which dropped from £134,900 to £72,900. Exports were valued at £183,500, a decrease of some 40 per cent. compared with 1901, which, however, was a record year, with a value much higher than on any previous occasion. This decline is mainly accounted for by the diversion of sugar, the failure of the indigo crop, and a great reduction in aniseed oil, probably due in part to the disturbed state of the chief producing district in Kwangsi either stopping production or preventing transport, and in part to a diversion to the route through Tonkin. It is consoling to reflect that, while the trade of the port as a whole has been falling off for a number of years, the exports have not only held their ground but, in 1900 and 1901, showed signs of a healthy expansion, and that in spite of the successive diversion to other routes of several articles which formerly made up the bulk of the trade and the gradual disappearance of one of the chief products of the district, groundnuts, which, with its product oil, figured in the list a few years ago, for between £20,000 and £30,000. It seems that, although the plant grows well enough, there is no yield of nuts, a phenomenon which the farmers can only explain by alleging the malign influence of the telegraph wires. There being no good substitute for this product in the sandy soil which is common there, the loss is rather a serious one. Referring to shipping, Mr. Little says that practically the whole of the carrying trade was divided between the French and German flags, the former securing about two-thirds of it and in view of the fact that nearly all the trade of Pakhoi and Hoihow, and a great deal of that of Halphong, amounting in the aggregate to several millions sterling, is carried on with Hongkong, it is to be regretted that British companies do not think it worth competing for.

GOVERNMENT SERVANTS AND THE ACCEPTANCE OF PRESENTS.

We understand that a departmental circular has been issued from the Colonial Secretary's office directing the attention of Government servants to the rules and regulations in force regarding the receiving of presents by officers and members of their families during the continuance of their service in the Colony. The subject has been prominently before the public during the

past few weeks by reason of the allegations made against public servants, charged with receiving bribes, and the circular, which has just been issued, is evidently an outcome of those investigations. Chapter XVII of the Rules and Regulations for His Majesty's Colonial Service, which deals with the question of presents, is as follows:—

421. Governors, Lieutenant-Governors, and all other servants of the Crown in a Colony, are prohibited during the continuance of their service in the Colony, from receiving presents, pecuniary or valuable, other than the ordinary gifts of personal friends, which may be offered for their acceptance by the inhabitants of the Colony or any class of them, or by Kings, Chiefs, or other members of the native population in or neighbouring to the Colony, and from giving such presents.

This rule applies not only to the officers themselves, but also to their families, and officers are responsible for its observance by their families. It is not intended to apply to cases of remuneration for special service rendered, and paid for with the consent of the Government. The rule may be relaxed, with the special permission of the Secretary of State, upon an Officer's final departure from the service of the Colony.

Money which has been subscribed with a view of marking public approbation of an Officer's conduct, may be dedicated to objects of general utility and connected with the name of the person who has merited such a proof of the general esteem.

422. When presents from Kings, Chiefs, or other members of the native population in or neighbouring to the Colony, cannot be absolutely refused without giving offence, they are to be delivered up to the Government. To this rule there can be no exception, unless with the express sanction of the Secretary of State, which will be granted only on public and not on personal grounds.

When presents are exchanged between Governors or other officers acting on behalf of the Colonial Government in ceremonial intercourse with native Kings, Chiefs, or others, the presents received must be credited to the Government, and such return presents as may be sanctioned by the Secretary of State will be given at the Government expense.

423. Governors are not, without special permission, to forward any articles for presentation to His Majesty.

LOCAL AND GENERAL.

THE World's Fair buildings at St. Louis have been completed.

It is reported that Japan will compete in the international yacht races next year.

THERE were no cases of plague recorded during the twenty-four hours ended noon to-day.

THE auction sale of Naval obsolete and condemned stores has been postponed till to-morrow (Thursday) at 10 a.m.

One more chance to buy a Kodak for \$5; a good Kodak. LeMunyon, 31, Des Voeux Road.—Advt.

FOR neglecting to erect a fence, or to place a light around an excavation at Quarry Bay during four days of last month, a Mr. Heckwood was this morning fined \$80, \$20 for each of the four days.

THE Chinese are dying like flies of cholera and are being picked up dead in the streets all over the settlements at Shanghai. The *China Gazette* says the sale of fruit ought to be stopped for a week in the settlement.

SIX months' hard labour, the first and last weeks to be spent in solitary confinement was the sentence passed by Mr. Sercombe Smith, at the Magistracy this morning, upon a celestial for stealing two enamel basins from a furniture shop in Wellington Street yesterday afternoon.

At the instance of Inspector Langley, the master of the steam launch *Chong Yuen*, was charged with neglecting to exhibit a red light while under way in the harbour. At the Magistracy this morning Mr. T. Sercombe Smith fined him \$25, or one month's imprisonment.

THE *China Gazette* thinks that if Hongkong could send its best cricket eleven to Shanghai, there would seem to be a prospect of retrieving lost laurels, but "taipans" are obdurate, and other difficulties may prevent the Cricket Club from getting together the strongest local combination.

Framing, fancy and artistically done by LeMunyon, 31, Des Voeux Road.—Advt.

It is estimated that the damage done by the recent floods at Chefoo will amount to 2,000,000 taels and the loss of life to 1,000 persons. Other parts of the country also suffered severely. A Foreign Relief Committee has been appointed, and rice, congee, and money are being distributed to the destitute.

A WIRE from Rome of 27th ult. reports that amid pomp and display hardly overshadowed by the recent tragic event of the Church, the remains of Giuseppe Garibaldi have been laid in their new resting place. The poet and novelist Gabriel d'Annunzio was the orator of the occasion. It was a great national event.

THE latest "curiosities" consist of tiny cardboard lizards, toadstools, &c., which move without being touched. Anyone looking underneath the piece of cardboard will find that it is stuck to the wings of a living fly—hence the movements, which cause large crowds to gather round each *canard*. Some thousands of these articles are sold daily.

ON her last trip from Manila the *Rosetta Maru* brought a general cargo, and nearly half a million Mexican currency. Of the latter, there were three distinct shipments; one of \$150,000, one of \$100,000, and one of \$100,000. Among the passengers were four Japanese women, who came on the vessel from Hongkong, and are being returned, having been refused admission to these islands.

FOR some time past much of the trade from Hongkong to Yunnan and *vice versa* has been going by the Red River.

Do your own developing without a dark room by using an Eastman developing machine. LeMunyon.—Advt.

MR. Consul Little of Pakhoi, in his trade report for 1902, says that an attempt is being made to divert the Yunnan tin from Hongkong and ship it direct to France.

THE import of sugar into the ports of Bhavnagar, Limbdi, Wadhwan, Lakhtar, Chuda, Vala Jasan, Bugana, Patri, and Vazod, and in Wadhwan, Vithalgar, Choika, Dasada, Chotila, Jhinjwada, and Palad thanas on the Kathiawar coast is prohibited.

IN his trade report for 1902, Mr. Consul Little says that the proposed railway from Pakhoi to Nanning appears to have been abandoned, and it is probable that one from Kwangchow through the Yulin district to the nearest point on the West River and thence to Nanning will take its place.

Fresh Kodak film, plenty of them, at LeMunyon, 31, Des Voeux Road.—Advt.

A MEETING of the Justices of the Peace was held in the Justices' room, at the Magistracy yesterday afternoon for the purpose of considering an application from Louis Comar for a publican's licence to sell and retail intoxicating liquors on the premises situated at No. 61 Des Voeux Road, Central, under the sign of "The Main Hotel." The Magistrates present were Messrs. J. H. Kemp, F. W. Lyons, F. R. Wood, F. Browne and C. D. Melbourne. The licence was unanimously refused.

SIR Thomas Lipton is depressed, says a New York wire of 27th ult. "Large odds have been offered upon the *Reliance* to win the third race from *Shamrock III*, and there are practically no takers. Despite the closeness of the last race, New Yorkers have complete confidence in the *Reliance* to make it three straight. No such odds were offered against *Shamrock I* or *Shamrock II* as were offered to-day against *Shamrock III* and refused. The American interest in the races is greater than ever before.

THERE was a report current in the Colony yesterday to the effect that the Imperial German mail steamer *Zieten* had collided with a fishing junk near Cape D'Agulhar. On inquiries being made by our representative at the office of the agents this morning we learn that the rumour was without foundation. It seems that the *Zieten*, when passing Gap Rock early yesterday morning, signalled to the lighthouse that she wished to call at the harbour and go alongside the pier. The people on the rock mistook the signal and reported to Hongkong that she had come to grief.

A CASE of illicit but profitable exportation of rice from Shanghai was brought to light last week by the vigilance of some of the I. M. Customs officers. A large shipment of "beans" to Japan per the s.s. *Lita* was suspected of not being straight and on one of the 1,000 bags being opened it was found that it was a case of wheels within wheels or rather bags within bags. Each bag of beans contained a bag of rice nearly as large as itself, but the layer of beans all round, top, bottom and sides, would easily deceive the eye of the casual observer, remarks the *China Gazette*.

THE hearing of the case in which a native was charged some time ago for robbery with violence in the Chun Tak village was resumed this afternoon before Mr. J. H. Kemp. It was stated that on the 17th August, the defendant attacked a native woman in the interior of China and robbed her of \$250. He then boarded a passenger junk and came to Hongkong, but, unfortunately, another Chinaman who had seen the whole affair followed him and on arriving here gave information to the police who had him arrested. The case was adjourned until Friday.

Mail your films and Kodak orders to LeMunyon, P. O. B. 368.—Advt.

It was unfortunate that the entertainment at St. Patrick's Club on Monday evening was spoiled by rain as the Committee and the stage managers (Messrs. Burgess and Rogers) spared no pains to make it a success. The Club's strong band was well received, and the songs by Messrs. H. Gilbert, J. M. O. and J. M. O. were really appreciated. Mr. W. T. Burgess in his song *Silence reigned supreme* was vociferously encored. The dance, performed by Master and Miss Rocha, was perhaps the greatest treat of the evening. The Committee are desirous of notifying that a new programme will be given on Saturday night.

FURTHER particulars of the cricket match between the Presidency and the Parses Cricket Club were received by the German mail yesterday. The Parses team was represented by Messrs. H. D. Kanga, F. Colabawalla, K. M. Mistry, R. Meherhomjee, D. E. Mody, D. D. Kanga, J. Mody, D. Raja, M. Pavi, K. B. Mistry, and M. Balsara. The Parses were the first to bat and scored 170 runs. The Presidency team secured, in the first innings only 69 runs all out. The Parses then went in for the second innings and secured 14 runs with one out. The play resumed on the 15th inst. Particulars of the Parses team's score are as follows:—Kanga, 14; Colabawalla, 12; Mistry, 55; Meherhomjee, 2; D. E. Mody, 2; D. D. Kanga, 28; J. Mody, 2; Raja, 25; Pavi, 2; K. B. Mistry, 11; Balsara, 3; and Byes, 13. Total 170. Mr. K. K. Khanna acted as umpire for the Parses, and Lieut. H. O. Carroll for the Presidency team.

It is not improbable that another line of steamers may be placed in service, running to Puger Sound or Portland from the Orient. Sadasaburo Nakamura, a business man of Hakkaide, Japan, general manager of the Sulphur Mining Co., with headquarters at that city, is visiting Pacific coast ports feeling the mercantile pulse with a view to placing the company's steamships upon a run between that coast and Japanese ports.

A POLICE constable, a Chinaman and a savage dog were the principal characters in a Wanchai disturbance yesterday afternoon. The constable attacked the celestial and then set upon P.C. Devenay who was forced to use his truncheon to keep the brute within reasonable distance. This morning Mr. Marry, of 144, Wanchai Road, who owns the dog, was fined \$5 and cautioned about keeping the animal under proper control. He told Mr. Sercombe Smith that it was a quiet dog, and during the three years he had kept it no complaints had been received regarding its behaviour.

As the wall of the new Chinese Empire Reform Association headquarters building rises steadily in the air, the interest and enthusiasm of the local members shows a marked increase, says the *Vancouver Daily World*. "Already plans for the dedication ceremony are being discussed, and on 25th July last a grand informal palaver was held in the temporary rooms on Dupont street. Prof. Leong Kai Cheu, who was in attendance at the convention when it was decided to undertake the work, and who is second vice-president of the society, will be invited to be present. He is now in St. Louis, enjoying the bustle and activity of preparations there being made for the coming exposition. If Prof. Leong Kai Cheu is present, the opening of the building will be a gala occasion. Of course, the affair will end with a grand banquet. The local Chinamen interested in the operations of the Reform Association say that it will be a "heap big time." As for the date, that is still indefinite, since to a great extent it depends upon how soon Leong Kai Cheu can be induced to leave St. Louis.

ROBBERY AT THE LONDON MISSION.

It is reported that early on Sunday morning, robbers broke into the premises of the London Mission Society, on Bonham Road, and decamped with clothing and jewelry to the value of about \$100. The matter was reported at No. 8 Police Station, but no trace of the culprits could be found until Monday afternoon when Sergeant Abley was passing a pawnshop in Hollywood Road. He then noticed a native in the shop and the broker glancing at a silver chain in his hand. He walked into the establishment and the native bolted away down the street, but the sergeant gave chase and after a spurt of half a mile along the Queen's Road on Des Voeux Road and Lee Yuen Street, lost him in the crowd. The chain was recovered and was subsequently identified as property stolen from the London Mission.

MINING ENTERPRISE IN CHINA.

Much has been said of mining development in China, and the Government, now fairly in a financially critical period, has directed her attention towards this to alleviate her heavy expenditure. The heavy indemnity of 1900 has been mainly the cause leading to the inauguration of this period which, as may be observed, has poured upon the people many unnecessary miseries. In more ways than one the Government prefers Chinese to foreign shares, and rightly so. As recently appeared in the papers she tries to get the wealthy Southern merchants interested in mining enterprises. How far she will be successful in this part of her noble effort for the good of her country as well as her people remains yet to be seen, but it may be taken for granted that this effort will not be entirely in vain. There are such merchants who are always ready to invest capital in mining enterprise if only they can be assured that their capital would not be wrongfully wasted, but be properly and honestly used.

The mines in China are well-known to be rich and extensive, as reported by mining experts. They are the natural resources of China, untouched and sanctified by Fungshu. All the wealth of the people has been laid up there for ages, guarded constantly by the mountain gods, and when the wealth is taken out by well conducted processes, not only will the nation be enriched, but many idle and hungry people would find ample labour to make their lives happy though subject to conditions and surroundings more or less oppressive. Mining enterprise is not unknown in China, such enterprise as this has been started by means of pure native process from time immemorial.

So far the mines worked out under Chinese shareholders have not yet proved faithful to the utter discouragement of their high-minded promoters, and this may be attributed to several causes. It may be due to (1) lack of capital, (2) want of mining regulations, or (3) the superstition of the people. Very often a mine, however good, has to be abandoned on account of the superstition of the people, and even the Government to a certain extent, is powerless to quell the disturbances created by them. The superstition of the people may be removed as vapours in the air by the onward march of education and civilization, and the disturbance may be avoided by the issue of mining regulations. There are always political rumours in China, and this, of course, has much to do with the investment of mining capital. But the evil may easily be remedied when the Government takes a strong hand in her reform measures, and ere long there would be protection of lives and property throughout the whole empire, and then, and not until then, people would feel confident in any great enterprise, and even mining enterprise in China.—*Shanghai Mercury*.

SIR HENRY BLAKE'S PROMOTION.

OFFICIAL CONFIRMATION.

SECRETARY OF STATE'S TELEGRAM.

We have received the following official confirmation of the wire despatched by our London correspondent on the 31st ult. and published by us in a Special Extra early in the forenoon yesterday:—

Government House,

Hongkong, September 2nd, 1903.

Sir,—I am directed by His Excellency the Governor to inform you that he has received the following telegram from the Secretary of State for the Colonies:—

"It gives me great pleasure to inform you that His Majesty has been pleased to approve of your appointment as Governor of Ceylon."

—I am, &c.,

J. KEANE.

The Editor,

The Hongkong Telegraph.

TIENTSIN.

(From Our Own Correspondent.)

22nd August.

Sir Ernest was unfortunate in his brief stay in Tientsin inasmuch as it poured in torrents throughout the day, and this probably hindered many from seeing him who might otherwise have called. He did, however, meet a few who have large interests at stake in Tientsin, but there was no pretence at any official or represented intercourse, and he returned to Peking quietly yesterday morning, and is by this time beginning to take up the tangled threads of the Peking situation again. There is a great inclination towards unstinting confidence in the Minister, but an increasing desire on the part of those who have invested largely in the North to receive some guarantee that the Home Government appreciates the extent and importance of the British interests here. So far we have had no such guarantee, but on the other hand sundry and various informal reminders that it is the Yangtze and not the North for which any stand will be made. Whether Sir Ernest has any such assurance to give us we do not yet know, but his policy and general tactics are being closely watched in the hope of gathering some clue.

Lady Susan Townley has presented the medals to the Sherwoods in Peking and this, I believe, all the presentations. One gets a little tired of them, as the very name of medal is associated with so much wild talk and heart-burning in Tientsin. All those bestowed were not as worthily won as the Sherwoods were, while many a breast which should have been decorated goes overlooked and unadorned. But it is always so.

We have had torrential rains for the past few days, and traffic between here and Shanhai-kwan is all at sixes and sevens. Trains are doubtless getting through at odd intervals, as we have not had any of the passengers who went to Peking yesterday returned on our hands yet, but information is somewhat scant. The damage done is probably not very great, this side of Peking, and delay is chiefly due to the line being awash with three or four feet of water, and the consequent inability of the driver to know whether his track is safe for a rush through or not. Beyond Peking, however, there is some talk of the bridges being shaky. With the rains, one somehow feels more comfortable in Tientsin. If the weather holds up, however, I am contemplating a visit to this resort next week. It is rather shocking to have worked here for seven years without visiting either Peking or Peking, and people seem to think I am not quite playing the game by my aloofness. If I go you will probably receive a somewhat detailed account of the health resort concerning which accounts have been as yet slightly scrappy.

Trade is dull and residents duller here. Retail business what with so many away and trade so bad, is almost at a standstill and the stores complain they never had a worse season. Yet they are expanding, building additions to their premises and increasing their staffs. But it partakes of the spirit of speculation and luxury pervading the port, and is prompted rather by the desire to shout each other down rather than justified by business prospects. Tientsin is passing through a critical period, and an artificial and unwholesome semblance of prosperity makes the guidelines shake their heads. The Russo-Chinese and German Banks after vainly trying to induce the other banks to follow suit, have, I believe, decided to raise their rate from 7% to 9% on overdrafts and loans, which will have an unfavourable effect in some quarters. I do not know yet whether this applies to present or only new loans.

The Chamber of Commerce appear to have done, no thing as yet in regard to the currency matter. Some delay has occurred and the matter has lapsed for the time being.

SHIPPING AND MAILS.

MAILS DUE.

American (Siberia) 4th inst.
French (Australia) 6th inst.
Indian (Catherine Abar) 6th inst.
Canadian (Empress of Japan) 8th inst.
Australian (Chinglu) 9th inst.
Canadian (Tartar) 13th inst.
Indian (Namsang) 14th inst.
American (Coptic) 16th inst.
American (America Maru) 23rd inst.

The P. & O. S. S. *Siberia* with mail &c., left Shanghai for this port to-day, at 3 a.m.
The P. & O. S. S. *Colaba* left Singapore for this port on 1st inst. at 2 p.m.
The T. & K. S. S. *Rohilla* Mail left Manila this afternoon, and is expected here on 4th inst. at 4 p.m.
The *Apar* Co's s.s. *Catherine Abar* from Calcutta left Singapore for this port on the 28th afternoon 31st ult.
The M. M. Co's s.s. *Australen* with the next French Mail will leave Saigon to-morrow at 11 a.m. for this port.
The N. Y. K. s.s. *Bombay Maru* (Bombay Line) left Moji for this port to-day, and is expected to arrive here on 6th inst.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Reported American Paper.

FOR HONGKONG.

(From Our Own Correspondent.)

LONDON, September 1st, 10.40 p.m.

It is reported in newspaper circles here that American journalists intend starting a daily paper in Hongkong at an early date.

[From our inquiries in the Colony we have not been able to ascertain whether such a new venture is in contemplation for Hongkong. With the addition of a morning daily which has been spoken of for some time and the projected Hongkong edition of the Manila Sunday Sun, a fifth daily for the Colony will have a struggle before it in order to be made a commercial success.—Ed., H.K.T.]

Opium Sales.

CONTINUED BIG RISE.

(From Our Own Correspondent.)

CALCUTTA, 2nd September, 1903. The ninth auction sale of opium took place to-day, when Patna realized Rs. 1,476 and Benares Rs. 1,446 per chest, showing a rise of Rs. 110 and Rs. 46, respectively, upon the last sale. The usual quantity of 2,000 chests of each quality was sold.

The "America" Cup.

THIRD RACE AGAIN POSTPONED.

Messrs. Shewan, Tomes & Co. kindly send us the following copy of a telegram received by them this morning, and which was despatched from New York last night:—

"Light breeze. Postponed for no wind. Will be sailed to-morrow (Wednesday)."

(Reuter's.)

The Balkan Trouble.

LONDON, 31st August.

An unsuccessful attempt has been made to blow up the West-bound Orient Express, South of Kulebitsburg, but the engine only was derailed.

The Turks have re-captured Neveska, killing two hundred Bulgarians.

The United States Squadron in the Mediterranean.

The orders to the American squadron to proceed to Beirut have not been changed.

LATER.

The Governorship of Hongkong: Sir Henry Blake, the present Governor of Hongkong, has been appointed Governor of Ceylon.

The Third Race for the "America" Cup.

The third race for the "America" Cup is again inconclusive. The course was fifteen miles to windward and back, there was a heavy sea and a wind of six knots. The *Reliance* started six minutes ahead after cleverly depriving the *Shamrock* of the windward position, and steadily increased her lead after 24 hours, to two miles, when the wind dropped.

The German Press and America.

The German Press is dissatisfied with American intervention in the Near East as being likely to upset the political calculations of Germany, Austria and Russia.

Russia.

M. de Witte has been appointed President of the Committee of Ministers of Russia, retaining supreme direction of the Ministry of Finance.

THE FORMOSA SUGAR CROP.

TOTAL FAILURE FEARED.

The sugar crop in Formosa this year appears to have failed. From the 2nd January last, when the exportation of new sugar to Japan was opened by the *Tatsumi Maru*, to the 22nd July, when the *Kelung Maru*, the last boat with sugar, left, thirty-three steamers loaded sugar at Anping and thirty-two at Takow. The sugar shipped at Takow amounted to 19,142,240 kin, while that sent from Anping represented 15,227,180 kin—making a grand total of 34,369,420 kin. When the amount shipped to Hongkong, Amoy, and other Chinese ports—252,392 kin—is added, the total shipment amounts to 34,621,720 kin. Taking the value of sugar at 15 per picul, the total will thus realize about 51,731,000. The quantity of sugar shipped this year was about one-half of the quantity usually shipped in one season. The value, however, was about 60 or 70 per cent. of an ordinary year, which was due to the higher price ruling.—*Reuter's.*

CANTON NOTES.

(From Our Correspondent.)

CANTON, 1st September.

THE S.S. "TAK HING."

The damage to the Joint River Steamboat Co.'s steamer *Tak Hing*, Capt. Webster, which lost her propeller and shaft and had to be beached on the salt flats as reported by wire in your columns last week has now been repaired, and the vessel commenced her usual run from this port to Wuchow at eight o'clock this morning. As already stated in your journal she has been in the hands of the Hongkong and Whampoa Dock Company. As far as saloon accommodation is concerned, there is not a boat on the West River to touch her, and being the only twin screw steamer on this run she passes anything on the line and her only trip the week before last was a record.

AN EXECUTION.

The amount secured by a robber of package of treasure was \$100,000 and not \$1,000, as stated by your contemporaries. The package consisted of \$1,000 in silver and the remainder in notes. The thief is sentenced to be beheaded and on representations from the bankers the Nam Hoi magistrate has consented to have the execution as near the scene of the robbery as possible. It will take place on the *Kianglung* Wharf, in all probability to-day.

RAIN-STORMS.

During the last two days Canton has been visited by very severe squalls which, on Sunday, almost amounted to a typhoon. Several roofs of houses were shattered and all the customary smashed windshields, which most shops have in the city for ventilation, were swept away. Last evening at four o'clock a squall suddenly sprang up and capsized about a dozen sampans in the Black Reach and beached a junk just below Maran forts. The rain, which did not cease till after 6 o'clock this morning, has established a record, 6.54 inches falling in 14 hours. The total rainfall for the month is 14.3 inches.

TIDE BARRIERS.

The artificial obstructions to navigation in the Canton River, which according to the British Commercial Treaty have to be removed by the 5th September, 1904, are to be done away with at an early date. The work of removing them will commence very shortly.

THE ENGLISH LANGUAGE IN CHINA.

Long before the establishment of commercial intercourse with foreign countries when China was secluded from the rest of the world, the English language, now so popular and valuable, was totally unknown to the immense mass of Chinese people. From time to time there were some Roman Catholic priests who found their way to Peking, and these have been greatly instrumental in the translation of many books on science, in the early stage of China's western civilization. But they put on Chinese clothes and spoke the Chinese language. At the time of Dr. Morrison, the English missionary, the English language was still little known, and the number of people who spoke it as well as the area where it was spoken, deserve little attention. The only place open to foreign trade then was Canton. The interpreters and other English-speaking Chinese were of a type different from those of the present day. They made themselves understood by gestures rather than by anything else, and yet, it is said, an interpreter was so valuable regarding his services that often he succeeded in making a large fortune for himself. Even pure and simple English was not used—there was no grammar, no Anglo-Chinese dictionary of school. So, it is evident, English-speaking became a sort of guessing work. Undoubtedly, mistakes were liable to be made on both sides, the speaker and the hearer, when the thoughts of each were expressed and understood in a way so peculiar and crude, and these mistakes, of course, were avoidable.

When Hongkong was ceded to the British Government in exchange for Canton, some Anglo-Chinese schools were set up. At first these schools had considerable difficulty in getting the desired students, for, in those days, English and all other foreign languages as well were despised by the Chinese. Then they scorned the idea of studying a foreign language. Gradually but steadily, as more ports were opened, more foreigners came and, as was natural, fresh opportunities presented themselves to the English speaking Chinese. Astonishing as it was, enterprising Chinese found it quite worth their while to study English, as the pay at their command was such a tempting one. It was mainly through the gigantic efforts of the missionary body that many Chinese, especially of the poorer class, were taught the language, and it is remarkable to see how soon they picked it up.

Year after year the English language grows apace in China, considering the immense number of schools which have been built, and the tremendous number of students engaged in its study. In Queen's College, Hongkong, alone it is believed that there is a yearly attendance of 600 Chinese students. What about St. John's College, Anglo-Chinese College, Hun-Yang College, etc., of Shanghai? What about the Peking University, the Tientsin University, and the Shansi University in the North? Besides those already mentioned, there are a good many other institutions where the English language is taught and spoken, and then, last of all, think of the private schools conducted by foreigners and Chinese in various ports. Many Chinese are now under the impression that it is not enough to learn the language, that something more essential still has to be done besides the mere acquisition of the language, that a profession should be taken up in connection with the study of the language. Others think that the language has lost its value on account of the fact that so many people are able to acquire it, and that their betters give their sons a sound education in German, Russian or French.—*Shanghai Mercury.*

ABACA: THE PHILIPPINE STAPLE INDUSTRY.

(Specially written for the "Hongkong Telegraph.")

IV.

It is evident that decorating by machinery, with its enormous saving of hands, must be of the greatest advantage in a sparsely populated country, like Borneo, where the labour has to be imported at considerable expense. One of the greatest obstacles to the prosperity of the tobacco estates has always been the high death rate among the coolies, of whom a large tobacco estate employs many hundreds; some having more than a thousand men in pay. A hemp plantation will by no means run into such figures, and besides the coolies would be spread over a greater surface, making the sanitation much easier.

If, therefore, a part of the crop would pass through the machinery, the number of coolies, could be greatly reduced, even if the contention of the manufacturers, that a 14-H.P. plant (costing about £500 (o.b. Liverpool)) requiring 25 coolies, would produce about 300 lbs. of cleaned fibre, *baled for export* had to be considerably discounted. The quantity named after our previous estimate, would represent a single man's work for sixteen months.

That machinery, effective in any way, will be constructed in the near future, does not admit of any doubt. Too great interests are at stake and the antediluvian way of decontaminating may be soon enough a thing of the past. Many years will elapse before over-production sets in reducing the high prices now paid and the profit of the hemp industry, for a considerable time, will be unusually high. A stuff, which requires at least two to three years for growing, cannot be produced in any quantity at once and the first in the market will benefit most.

The writer once read a London Broker's report about abaca, contending that even a quantity of 50,000 tons thrown into the market would not to a perceptible extent reduce the then current price of abaca.

The Germans in their new possession, the Carolines, bought apparently at an exorbitant price from poor beaten Spain, may still make good the money paid by further developing their plantations.

On the 26th of last month the *Oceania* left for the Carolines with one or two botanists on board, who will study in those islands several tropical products, which have been introduced on a small scale. One of the latter is a fibre plant—almost certainly abaca.

There is a German proverb, that the most dense peasants grow the heaviest potatoes ("Die dummensten Bauern haben die dicksten Kartoffeln") and, it is not likely, that the *Julius* Co. will forget to replace the doctor philosophy, as soon as his work of investigation is finished, with the man, who can grow potatoes and hemp, the man of theory with the practical planter. Needless to say, that for the latter an unusual degree of stupidity, as the proverb seems to imply, is not strictly required.

Unfortunately the proprietor of Sanlambo, Mr. P. D., of Glasgow, did not engage the services of a practical man in due time. After procuring, at great cost, several thousand young plants from the Philippines, the estate was opened out with a success which would have startled the experts from this country.

In two years, i.e., in a year less time than the Philippines require for that work, perfectly developed clusters of stems more than four yards long had been obtained and this result was greatly to the credit of the superintendent, a well known scientific man of high standing. The botanist's part of the business being finished, a practical estate manager ought to have been procured at any cost, to work out a good system of roads and the necessary drains, and to build permanent houses and sheds. The man of science perhaps knew too little of these requirements. Besides, being overstrained—at least entirely absorbed by his official work—he had no time to occupy himself especially with the superintendence of the estate.

The latter was worked by managers recruited from the casual unemployed, who, as a rule, had as little practical knowledge of estate work as the doctor and far less idea of managing working men. They seem never to have come to an appreciation of the requirements of the case, nor of the number of coolies necessary for the pulling of the fibre. Special funds for the latter were never demanded from the proprietor; invalids dismissed from the hospital, or jail-birds had a few weeks of leisure on the estate, enjoying a regular daily pay for their esteemed presence, and a happy *ad hoc* without care or trouble, in which he might the estate no further progress, but not effectively dealt with the funds sent from Europe. The original wooden buildings in the course of a few years decayed through neglect and the managers shifted their residence to Sandakan, 26 miles by water from the estate. This happy Arcadian life came to a sudden close. The proprietor, who had long expected a good return from the laid out capital and rather unwillingly allowed the continuous drain on his purse, sent out a real planter to report about his property and, if possible, to put it on a reasonable footing. The report was not very encouraging, but the man immediately saw the extraordinary possibilities of the case and demanded £2,500 for coolies, roads and drains, new houses, extension work and the upkeep of all this for about 14 years, after which time he pretended to be able to make the concern pay a very handsome return. The irate proprietor read the report of this new man and soon saw him elsewhere. The estate was closed and ever since the waving leaves of a solitary banana bush in the rear of Sandakan Bay are reflected by the dark, over-shadowed waters of a deserted river. Years of work and many thousands of capital have been spent up to the present without result, and one of the most justified expectations of B. N. Borneo as a colony has been frustrated or, at least, delayed for many years.

And yet the capital employed in this plantation is not completely lost. A thorough clearing, removing of the over-ripe stems as well as

the too exuberant growth of young shoots, rebuilding of houses and roads, and a staff of coolies alone is required to put the estate at once again in a working order. And this will scarcely, if at all, cost more than it would have cost at the closing of the estate. This is one feature of abaca planting, which raises its chances high above that of the tobacco; the latter plant dies out in the year it is planted, while tea and coffee degenerate and are choked by herbs and wild growth of all kinds in a short time, causing an almost entire loss of the capital invested, after operations have been stopped.

The man whose report was so fateful for Sanlambo estate, a Sumatra tobacco planter, who had privately studied the development of abaca for some time, put all consideration of this certainly valuable plant off and stated, in his land of adoption, a propaganda for his new ideal, abaca. Like many another prophet, his word counted for little in his own country. He studied carefully everything contained about abaca in a dozen books relating to travels in the Philippines and wrote a pamphlet on the subject of his hobby in three languages—Dutch, German and English, (only the latter is as yet not printed), and at last obtained from the proprietor of the Sanlambo plantation the lease of this concern. He is—Yours truly,

F. M. J. S.

Hongkong, 2nd September, 1903.

"ALHAMBRA" TOBACCO CO., LD.

The following is the general agents' report to the Consulting Committee on the period 1st July, 1902, to 30th June, 1903:—

Manila, 30th July, 1903.

To the Consulting Committee.

Gentlemen,—In conformity with rule 53 of articles of association, we have the honour to hand you, under separate cover, inventory, balance sheet, profit and loss account per 30th June, 1903.

The last mentioned document shows a loss of \$7,570.77 (including the \$391.12 I ss carried over from last year's balance per 31st December, 1902) which we recommend to apply as follows:—

\$7,000 to be written off the Reserve fund, and \$570.77 to be carried forward.

We request you to have the accounts examined and audited, in accordance with article 54, after which they will be ready for the inspection of the shareholders in anticipation of the general meeting.

The cigar department has left a loss of \$3,554.26, which is chiefly due to the different strikes that took place.

A fair profit has been obtained on the sale of cigarettes, their demand having considerably increased.

As the factory owns no stock of leaf tobacco suitable for cigarettes, it becomes absolutely indispensable to raise the capital, the more so as we cannot afford to continue advancing funds to the Company.

We are, Gentlemen, Yours faithfully,
BAER SENIOR & Co.'s Successors,
General Agents.

Seen and con-
form: { WARNER, BARNES & Co., LTD.
KUNZLE & STREIFF.
SLOAN & MITCHELL.

BALANCE SHEET PER 30TH JUNE, 1903.

Liabilities.

Capital.....\$150,000.00
Reserve fund.....\$7,000.00
Loans against tobacco.....117,000.00
Banco Español-Filipino.....80,768.90
Baer Senior & Co.....9,000.00
Sundry creditors.....13,551.69

\$427,260.59

Assets.

Cash: in hand.....\$1,276.26
At bankers'.....333.21

\$1,609.47

Stocks in hand:
Tobacco leaf.....\$303,955.24
Cigars, cigarettes and cut tobacco.....18,245.22
Cigar boxes, labels, paper, etc.....33,894.91

\$356,095.40

Machinery.....21,334.50
Furniture and installation.....2,005.77
Various utensils.....1,912.00
Premises on Calle Acacraya.....27,689.79
Sundry debtors.....8,442.89
Profit and Loss Account.....7,570.77

\$427,260.59

E. & O. E.

Manila, 30th June, 1903.

BAER SENIOR & Co.'s Successors,
General Agents.

Examined and found correct according to the company's books
J. H. N. A. MACKAY.

PROFIT AND LOSS ACCOUNT
PER 30TH JUNE, 1903.

Balance carried over from yearly
balance of 31st December, 1902.....\$391.12
Interest.....6,634.73

Machinery: 20% p. a. off
\$14,762.26 6/10—10% \$2,476.23
1,905.88 12/10—20% 381.18

\$12,985.25

Furniture and installation: 33% p. a. off
\$3,067.51 6/10—10% \$511.35
147.90 12/10—33% 49.30

\$2,406.26

Various utensils: amount written off.....226.60
Sundry debtors.....600.00

\$11,770.41

Profit:
Tobacco leaf.....\$13.66
Cigars, cigarettes and cut tobacco.....3,685.98
Balance.....7,570.77

\$11,770.41

E. & O. E.

Manila, 30th June, 1903.
BAER SENIOR & Co.'s Successors,
General Agents.

Examined and found correct according to the company's books.
JOHN A. MACKAY.

We hereby state that Mr. John Mackay was appointed by us as Auditor for the company as being in our opinion a fit and proper person to carry out said audit.
KUNZLE & STREIFF,
WARNER, BARNES & Co., LTD.
SLOAN & MITCHELL.

SANDAKAN NOTES.

THE MURDER OF MR. WARDER.

The murderer of Mr. Warder is still at large. It now appears the murderer was a man whose house had been burnt down, by Mr. Warder's instructions, after refusal to pay poll tax, and this has, we understand, caused Mr. Consul Hewitt to interest himself in the matter, with a view to finding out by whose instructions such a course was taken by the deceased officer. The more one hears of the matter the greater the regret, for—in addition to being a good officer to the Government—the late Mr. Warder seems to have been a very self-sacrificing son to a widowed mother at home.

PROVINCE CLARKE.

Rumours of trouble reach here from the new territory, and we hear a punitive expedition is being organised, though the whole matter is being kept very quiet.

MINERALS.

There is very little news about this. The coal expert has gone back to Tawao, to make further investigations. As to the Mineral Syndicate several discoveries of manganese ore are talked about and are expected to turn out trumps.

SULUS.

The Sulu Native Chief here has been exceeding his powers very considerably, and is about to be deported, along with several of his followers, in default of payment of heavy fines imposed by the Government. D. U. Timbang, the chief in question, has never had the full confidence of the people here, and his banishment will not be regretted.

BILLIARD TOURNAMENT.

Mr. F. J. Moysiey, Secretary to the Governor, has won the autumn handicap, beating Mr. Frank Beeston in the final round by 25, in the game of 300, the time being 1 hour and 9 minutes. The Governor was beaten, from scratch, in the semi-final by Mr. Moysiey, who was conceded 75 points, and who, in turn, allowed Mr. Beeston 5 points in the handicap.

SLIPWAYS.

The Slipway of the China-Borneo Co., Ltd., appears to be making good progress, but the one started by the North Borneo Trading Co. seems to be standing still temporarily. It is very doubtful if two slipways would pay here, but there is certainly ample scope for one, for the possession of a fair sized slipway will certainly bring work over here from the Southern Philippines, in addition to which there will always be a fair amount of local work to be done. Beyond doubt Sandakan compares very favourably with Philippine ports in the matter of the cost of repairing and building of small craft, and we look to see a great extension of this class of work when a slipway is an accomplished fact here.

STEAMERS.

The *Nam Yong* brought up about 1,000 packages for this port on her last trip, and it is reported on very good authority that her owners intend placing a second boat on the Borneo run very shortly.—*Singapore Free Press.*

ANOTHER CURE FOR CONSUMPTION.

"A victory over consumption as brilliant and beneficent as Jenner achieved over small-pox is foreshadowed in the results just published of the labours of Professor Edoardo Maragliano, the distinguished Italian physician," says a bulletin of the Chicago Health Department.

"These results form the subject of the Professor's address, entitled 'The Struggle of the Body against Tuberculosis and its Immunisation,' presented at the fourteenth International Medical Congress, held at Madrid last April, but just made public.

"Briefly stated in non-technical language, Professor Maragliano claims to have produced, after more than thirty years of study and experiment, both in the laboratory and the clinic, a serum which, introduced beneath the skin of the arm as the vaccine lymph in vaccination produces a small circumscribed tuberculosis sore, attended with slight fever for two or three days, after which the system of the subject is immune to tuberculosis, or consumption, as the properly vaccinated individual is to small-pox.

"The Professor said:—'These results are the fruit of the labours of not only one person, but of a school. They are, in fact, experimental and clinical researches publicly carried on either in my medical clinic or in the Institute for the study of infectious diseases which I founded and where the band of eager workers find at their disposal all the necessary material for their research work, observations and experiments.'"

COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer.....110 1/2
Bank Bills, on demand 110 11/6
Credits, 4 months' sight.....111 1/2
D'cents 4 months' sight.....111 1/2

ON BERLIN, (demand).....111 9/4
ON PARIS, Bank Bills, on demand.....2 3/4
Credits, 4 months' sight.....2 4/4

ON NEW YORK, Bank Bills, on demand.....45 1/2
Credits, 30 days' sight.....45 1/2

ON BOMBAY, Telegraphic Transfer.....141
On demand.....141 1/2

ON SHANGHAI, Telegraphic Transfer.....72 1/2
Private 30 days' sight.....nom.

ON YOKOHAMA, T.T. 91 1/2
Sovereigns, Bank's Buying Rate.....\$10 70
Gold Leaf 100 touch, per tael.....\$6 50
Mar Silver.....\$70 800

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—

MALWA NEW.....@ No Sales
" LAST YEAR.....@ 940/970
" OLDEST.....@ 1,000/1,040

PATNA NEW.....@ 1,075
" OLD.....@ No Sales
BENARES NEW.....@ 1,075
" OLD.....@ No Sales
PARIAN (PATER).....@ 700/800

TODAY'S Advertisements.

CITY HALL.

THIS EVENING.

(WEDNESDAY), 2nd SEPTEMBER.

GRAND BENEFIT.

TENDERED TO

ALVA THE GREAT.

UP-TO-DATE

VARIETY ENTERTAINMENT.

POPULAR PRICES,.....5s and 5s.

Plan at Robinson's.

Doors open 8.15. Overture at 9 P.M. Sharp.
Hongkong, 2nd September, 1903. [1058c]

POSTPONEMENT.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW (THURSDAY), the 3rd September, 1903,

at H.M. N. V. L. V. YARD,
SUNDRY NAVAL OBSOLETE AND CONDEMNED STORES,
Comprising:—

BOATS' ENGINES, BOILERS, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, IMPLEMENTS, &c., &c.

TERMS:—As customary.
HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 2nd September, 1903. [1051c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "HAIMUN,"

Captain Gibson, will be despatched for the above Port, TO-MORROW, the 3rd instant, at 10 A.M.

For Freight or Passage apply to DOUGLAS, LARRAIK & CO., General Managers.

Hongkong, 2nd September, 1903. [1074c]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	"DEUCALION".....	On 13th September.
GLASGOW and LIVERPOOL.....	"AGAMEMNON".....	On 17th September.
GLASGOW and LIVERPOOL.....	"JASON".....	On 23rd September.
GLASGOW and LIVERPOOL.....	"PAK LING".....	On 1st October.
GLASGOW and LIVERPOOL.....	"CALCHAS".....	On 7th October.
GLASGOW and LIVERPOOL.....	"TANTALUS".....	On 14th October.
GLASGOW and LIVERPOOL.....	"ANTENOR".....	On 21st October.
GLASGOW and LIVERPOOL.....	"ANFA".....	On 28th October.

S.S. "DEUCALION" left Singapore 28th inst. p.m. and is due here 3rd inst.
S.S. "AGAMEMNON" left Singapore 31st ult. and is due here 5th inst. p.m.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.....	"KINTUCK".....	On 13th September.
*LIVERPOOL.....	"PINGSUVEY".....	On 23rd September.
MARSEILLES, L'DON & A'WERP.....	"GLAUCUS".....	On 29th September.
MARSEILLES, L'DON & A'WERP.....	"AGAMEMNON".....	On 13th October.
*LIVERPOOL.....	"JASON".....	On 23rd October.
MARSEILLES, L'DON & A'WERP.....	"PAK LING".....	On 27th October.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and.....	"DEUCALION".....	On 4th September.
all PACIFIC COAST PORTS, via.....	"CALCHAS".....	On 2nd October.
NAGASAKI, KOBE and YOKOHAMA.....	"ANFA".....	On 2nd November.

S.S. "TELEMACHUS" from Tacoma left Moji 1st inst. a.m., for Hongkong direct.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong 1st September, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI.....	"TCHANG".....	3rd September.
CEBU and ILOILO.....	"YUEN".....	4th "
AMCOY, SAMARANG, SOERABAYA.....	"YUEN".....	4th "
SHANGHAI and CHINKIANG.....	"YUEN".....	4th "
SHANGHAI.....	"YUEN".....	4th "
MANILA.....	"YUEN".....	4th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"YUEN".....	4th "
MANILA.....	"YUEN".....	4th "
YOKOHAMA and KOBE.....	"YUEN".....	4th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—REDUCTION IN FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd September, 1903.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA	SATURDAY, 5th Sept., at 10 A.M.
ZAFIRO.....	2540	R. Rodger	MANILA	SATURDAY, 12th Sept., at 10 A.M.
PERLA.....	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 31st August, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRASAMHA".....	5,197	W. E. Craven	Sept. 13, 1903.
"INDRAVELLI".....	4,899	R. P. Craven	Oct. 14, "
"INDRAPURA".....	4,899	A. E. Hollingsworth	Nov. 14, "

* Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING.....	"MAIDZURU MARU".....	K. Akashi	FRIDAY, 4th Sept.
FOR TAMSUI.....	"DAIGI MARU".....	T. W. Groves	SATURDAY, 5th Sept.
FOR FOCHOW.....	"ANPING MARU".....	Goto	WEDNESDAY, 9th Sept.
FOR TAMSUI (DIRECT).....	"DAIJIN MARU".....	T. Ogata	FRIDAY, 11th Sept.

* Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Amoy, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pier at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Voeux Road Central.

Hongkong, 2nd September, 1903.

T. ARIMA, Manager.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA.
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th July, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 30th May, 1903.SPECIAL 17 DAYS EXCURSION TRIP TO JAPAN.
THE well-known steamer"EASTERN,"
Captain Winthrop Ellis, will be despatched for KOBE, at Daylight, TO-MORROW, 3rd September, arriving there on the 8th, and she will be despatched again for Hongkong at Noon on the 15th, where she is due on the 20th.For Special Reduced Rates, apply to—
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 2nd September, 1903.REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).PROPOSED SAILINGS FROM HONGKONG.
1903.

Steamship.	Tons.	Captain.	To Sail
"MOGUL".....	5,197	W. E. Craven	5th Sept.
"BRAEMAR".....	4,899	R. P. Craven	10th Sept.
"SATSUMA".....	4,899	A. E. Hollingsworth	23rd Sept.
"SHIMOSA".....	4,899	A. E. Hollingsworth	10th Oct.
"KURISAN".....	4,899	A. E. Hollingsworth	24th Oct.
"RICHMOND CASTLE".....	4,899	A. E. Hollingsworth	7th Nov.

For Freight and further information, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 2nd September, 1903.TOYO KISEN KAISHA
MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Tons.	Captain.	Sailing Date.
ROHILLA MARU.....	3,869	E. P. Bishop	TUESDAY, 8th instant, at Noon.
ROSETTA MARU.....	3,876	H. S. Smith	TUESDAY, 15th instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 2nd September, 1903.FOR SINGAPORE AND CALCUTTA.
THE Steamship.C. FERD. LAEISZ,
Captain Sachs, will be despatched for the above Ports, on FRIDAY, the 4th September, at Noon.For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 28th August, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship"LOONGSANG,"
Captain G. S. Weigall, will be despatched for the above Ports, on FRIDAY, the 4th September, at 4 P.M. This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light, and carries a Doctor.For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 29th August, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship"THALES,"
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 3rd instant, at 10 A.M.For Freight or Passage apply to
DOUGLAS, LARRAIK & Co.,
General Managers.
Hongkong, 2nd September, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship"KUMSANG,"
Captain Buller, will be despatched for the above Ports, on SATURDAY, the 5th September, at Noon.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 31st August, 1903.COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.FOR SHANGHAI.
THE Company's Steamship"AUSTRALIEN,"
Captain Veron, will be despatched for the above Port, on or about SUNDAY, the 6th September.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 31st August, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
THE Company's Steamship"NORDKYN,"
Captain A. Beer, will be despatched for the above Port, on or about WEDNESDAY, the 30th September.For Freight, &c., apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 29th August, 1903.

Shipping—Steamer.

ASIATIC STEAM NAVIGATION CO., LIMITED.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship"PUNDIT,"
Captain W. J. Crebbin, will be despatched for the above TO-MORROW, the 3rd instant, at 3 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 1st September, 1903.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELT INSTALLATIONS,
Elec. and Mech. in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD,
W. STUART HARRISON,
A.M. INST. C.E.,
Manager.
Hongkong, 2nd April, 1903.

HONGKONG AVERAGE MARKET PRICES.

Corrected 13th August, 100 cts. per 5 Mts.

BUTCHER MEAT

Beef sirloin & prime cut—Mei Lung Pak 17
" Corned—Ham Ngau Yuk 17
" Roast—Shiu 17
" Breast—Ngau Lam 17
" Soup, Tong Yuk Pak 17
" Steak—Ngau Yuk Pak 17
" Searling—Ngau Lam 17
" Sausages—Ngau Yuk Chung 17
" Bullock's Brains—Know 17
" Tongue fresh—Ngau Li 17
" " corned—Ham Ngau Li 17
" Head—Ngau Tau 17
" Heart—Ngau Sum 17
" Hump, Salt—Ngau Kin 17
" Feet—Ngau Kerk 17
" Kidneys—Ngau Yiu 17
" Tail—Ngau Mei 17
" Liver—Ngau Con 17
" Tripe (undressed)—Ngau To 17
" Calves' Head and Feet—Ngau Chai 17
" Mutton Chop—Yeung Pak Kwai 17
" Leg—Yeung Pak 17
" Shoulder—Yeung Shau 17
" Pigs' Chittlings—Chi cheong 17
" Brains—Chi Know 17
" Feet—Chi Kerk 17
" Fry—Chi Chak 17
" Head—Chi Tai 17
" Heart—Chi Sum 17
" Kidneys—Chi Yiu 17
" Liver—Chi Kon 17
" Pork Chop—Chi Pak Kwai 17
" Corned—Ham Chu Yuk 17
" Leg—Chu Pak 17
" Fat or Lard—Chi Yau 17
" Sheep's Head and Feet—Yeung To 17
" Keok 17
" Heart—Yeung Sum 17
" Kidneys—Yeung Yiu 17
" Liver—Yeung Con 17
" Sucking Pig, To Order—Chu Chai 17
" Suet, Beef—Sang Ngau Yau 17
" Mutton—Sang Yeung Yau 17
" Veal—Ngau Chai Yuk 17
" Sausages—Ngau Chai Yuk Tong 17Chicken—Kai Chai 17
" Capons, Large, Small—Sin Kai 17
" Ducks—Ap 17
" Doves—Pan Kau 17
" Eggs, Hen—Kai Tai 17
" Fowls, Canton—Kai Nam Kai 17
" Hainan—Kai Nam Kai 17
" Geese—Ngai 17
" Goose, Wild Shanghai—Shung Hoi 17
" Muskrat—Wong Keng 17
" Hare—To Chai 17
" Pheasant—Chai Khoo 17
" Pigeons, Canton—Yak Yau 17
" " Hollow—Hollow Pak Yau 17Pumpkin—Toong Kwa 17
" Radish—Hung Lo Pak Tai 17
" Shallots—Con Chung Tau 17
" Spinage (Chinese)—Paw Choi 17
" Spinage—Yin Choi 17
" Tomatoes—Fan Ker 17
" Turnips—Pun-ti (Long)—Low Pak 17
" " English—Yeung Low Pak 17
" Vegetable Marrow—Chi Kwa 17
" Water Cress—Sal Yeung Choi 17
" Caltrops—Lau Koo 17
" Lily Roots—Lin Ngau 17
" Yams—Tai Shu 17A. WATSON,
for Inspector in charge of Markets.Quail—Um Chuan 17
" Rice Birds—Wo Fa Cheuk 17
" Snipe—Sa Chui 17
" Turkeys, Cock—Fo Kai Kung 17
" " Hen—Na 17
" Wild Ducks, Shanghai, Sulap 17
" Teal, Shanghai, Sulap 17
" Wild Ducks, Canton—Sang Shing 17
" " Apea 17

FISH.

Barbel—Ka Yu 17
" Bream—Bin Yu 17
" Canton Fresh Water Fish—Hoi Sin Yu 17
" Carp—Li Yu 17
" Catfish—Chik Yu 17
" Codfish—Mun Yu 17
" Crab—Hoi 17
" Cattle Fish—Mau Yu 17
" Dab—Sa Mang Yu 17
" Dace—Wong Mei Lun 17
" Dog Fish—Ti Tu Sa 17
" Eels, Congor—Hoi Man Yu 17
" " Fresh water—Tam Sui Yu 17
" " Yellow—Wong Sin 17
" Frogs—Tien Kai 17
" Garoupa—Sek Pan 17
" Gudgeon—Pak Kup Yu 17
" Herrings—Tso Pak 17
" Halibut—Cheung Kwan Yu 17
" Labrus—Wong Fa Yu 17
" Leach—Wu Yu 17
" Lobsters—Lung Ha 17
" Mackerel—Chi Yu 17
" Monk Fish—Mon Yu 17
" Mullet—Chai Yu 17
" Oysters—Sang Hoo 17
" Parrotfish—Kai Kung Yu 17
" Perch—Tau Loo 17
" Pike—Fa Paw Poong 17
" Plaice—Pan Yu 17
" Pomfret, Black—Hak Chong 17
" Pomfret, White—Pak Chong 17
" Prawns—Ming Hai 17
" Ray—Pei Pa Sa 17
" Rock Fish—Sek Kau Kung 17
" Roach—Chun Yu 17
" Salmon, (C'lon), fresh water—Ma Yau 17
" Shark—Sa Yu 17
" Skate—Po Yu 17
" Shrimps—Ha 17
" Snapper—Lap Yu 17
" Soles—Tat Sa Yu 17
" Tench—Wan Yu 17
" Turbot—Cho Hoi Yu 17
" Turtles, small, fresh water—Keok Yu 17
" White Bait—Nyan Yu Chai 17Almond—Hung Yau 17
" Apples, (California)—Kam' San Ping 17
" " (Chefoo)—Tin Chun Ping 17
" " Ko 17
" " Small—Hoi Tong 17
" Custard—Fan Lai Chi 17
" Bananas, fragrant, Canton—Sang Sheng 17
" " Heung Chiu 17
" " (brides), Macao—San Heung Chiu 17
" Chestnuts, Chinese—Fong 17
" Camellia—Yeung Tou 17
" Cocoanuts—Yeh Ts 17
" Grapes—Sin Tai Ts 17
" Lemons, China—Ning Moong 17
" " Amer.—Kum San Ning Moong 17
" Lichees, Dried—Lai Chi Con 17
" " Fresh, Lai Chi 17
" Limes, (Sai Gon)—Sai Kung Ning 17
" Mango, Manila—Lui Sang Moong 17
" Mango, Saigon—Sai Kung Moong 17
" Mangosteens, San Chuk Ts 17
" Oranges, Canton—Sang Sheng Tin 17
" " Chang 17
" Small—Lai Koi 17
" Mandarin—Tim Kut 17
" Olives—Pak Lam 17
" Pears, (American)—Kam San Shui Li 17
" (Canton), Cooking—Sa Li 17
" (Shanghai)—Shung Hoi Li 17
" Peanuts—Fa Sang 17
" Persimmons Large—Hung Chie 17
" Pine-apples, 1st quality—Shung Poon 17
" " 2nd quality—Chung-tang 17
" " Paw-law 17
" Platans—Tui Chen 17
" Plums, Swatow—Hung Lai 17
" Pimento, Siam—Ching Lo Yau 17
" Walnuts, Hop Tou 17
" " Green—Sang Hop Tou 17
" VEGETABLES, &c.Artichokes, Shanghai—Shung Hoi Ah 17
" Chi Chai 17
" Beans, (French) Macao—Oh Moon Pin 17
" " Tau 17
" Beans, (French), Shanghai—Shung Hoi 17
" Pin Tau 17
" Beans, Sprout—Ah Choi 17
" Beans Long—Tau Kok 17
" Beet Root—Hung Choi Tau 17
" Brinjals, Green—Cheng Yuen Ker 17
" Brinjals, Red—Hung Ker 17
" Brinjal, Pak Chai 17
" Bamboo Shoots—Chung Shun 17
" Cabbage, Chinese, con—Kai Choy 17
" Cabbage Root—Kai Lan Tau 17
" Cabbage, (Shanghai)—Yeh Choi 17
" Cane Shoots, bunch—Kau Shun 17
" Cauliflower, Large size—Tai Yeh Choi 17
" " Fa 17
" Cauliflower, Medium size—Cheung Yeh 17
" Choi-fa 17
" Cauliflower, Small size—Sai Yeh Choi-fa 17
" Carrots—Kam Shun 17
" Celery, Chinese—Tong Kan Choy 17
" Celery, English—Yeung Kan Choy 17
" Celery, White—Pak Yeung Kan Choy 17
" Chilies Dried—Con Lat Chiu 17
" " Red—Hung Fa 17
" " Green—Cheng Lat Chiu 17
" Curry Stuff, English—Ka Lee Choi Liu 17
" Cucumbers—Cheng Kwa 17
" Bitter Squash—Fu Kwa 17
" Garlic—Suen Tau 17
" Ginger, young—Sun Tsz Keung 17
" " old—Lo Keung 17
" Horse Radish, Shanghai—Lik Kan 17
" Indian Corn—Suk Mai 17
" Lettuce—Yeung Sang Choi 17
" Water Cress—Ma Tai 17
" " Mandarin—Kwai Lok Ma Tai 17
" Mushrooms Fresh—Sang Cho Kuo 17
" Onions, Bombay—Yeung Chung Tau 17
" " Green—Sang Chung 17
" " Shai—Shung Hoi Chung Tau 17
" Japan—Yat Poon 17
" Okroot—Mo Ker 17
" Parsley, English—Yeung Un Sai 17
" Green Peas—Cheng Tau 17
" Potatoes, Sweet—Fan Shu 17
" " Shanghai—Shung Hoi Shu 17
" Tsai 17
" Japan—Yat Poon Shu Tsai 17
" " American—Fa Ki 17
" Fochow—Fai Chau Shu Tsai 17
" Macao—Oh Moon 17

Shipping.

Arrivals.
 Hong Kong, Br. s.s., 2,555, Stach, 1st Sept.—
 Penang and Singapore 25th Aug. Gen.—
 Joo Teck Seng.
 Arnold Luyken, Ger. s.s., 1,095, Ueberfeldt,
 1st Sept.—Saigon 28th Aug. Flour—E.
 A. T. Co.
 Thales, Br. s.s., 820, Robson, 1st Sept.—
 Foochow and Swatow 29th Aug. Gen.—
 D. L. & Co.
 Ivy, Aust. b.q., 1,205, Stetson, 1st Sept.—Fre-
 mantle 29th July, Kerosine Oil—J. M. &
 Co.
 Taisang, Br. s.s., 1,514, Bradley, 2nd Sept.—
 Canton 19th Sept. Gen.—J. M. & Co.
 Nestor, Br. s.s., 2,385, Baker, 2nd Sept.—
 Shanghai via Foochow 30th Aug. Gen.—
 H. & S.
 C. Ferd. Loeis, Ger. s.s., 1,874, Sachs, 2nd
 Sept.—Kobe 26th Aug. Coal and Gen.—
 H. A. L.
 Carl Diederichsen, Ger. s.s., 774, Schlakier,
 2nd Sept.—Hohow 1st Sept. Gen.—J. &
 Co.
 Denacalio, Br. s.s., 4,476, Keay, 2nd Sept.—
 Singapore 28th Aug. Gen.—B. & S.
 Nordkyn, Norw. s.s., 2,101, Beer, 2nd Sept.—
 Manila 19th Aug. Gen.—S. T. & Co.
 Haimun, Br. s.s., 636, Gibson, 2nd Sept.—
 Swatow 1st Sept. Gen.—D. L. & Co.

Clearances at the Harbour Office.
 Pak Kong, for Macao.
 Kongsan, for Canton.
 Kaiting, for Manila.
 Thales, for Swatow.
 Wingchi, for Macao.
 Nestor, for Singapore.
 Pelayo, for Singapore.
 Heim, for Saigon.
 Eastern, for Moji.

Departures.
 Sept. 2.
 Kinsichou, for Europe.
 Zelen, for Shanghai.
 Rosella, for Manila.
 Kaiting, for Canton.
 Loongman, for Shanghai.
 Kaiting, for Manila.
 Hui, for Hainan.

Passengers arrived.
 Per Hong Moh, from Singapore—365 Chi-
 nese.
 Per Thales, from Coast Ports—Mrs. L.
 Remondos, and 81 Chinese.
 Per Denacalio, from Singapore—460 Chinese.
 Per Carl Diederichsen, from Hohow—219
 Chinese.
 Per Pelayo, from Hoilo—Mr. J. T. Figueroa,
 For Cebu—Messrs. G. Chutney, D. Hoyle and
 H. Chutney.
 Per Haimun, from Swatow—Master Sullivan.

Passengers departed.
 Per Doris, for Shanghai—D. E. Brown,
 Mrs. A. Clark, and Mrs. Imamura. For Nagas-
 aki—Prof. Kine, and Mr. T. Ferusho. For
 Yokohama—Messrs. T. Petrie and P. H. Bell,
 Jones. For Honolulu—Messrs. Goo Chong
 and Chung Tak Kong. For San Francisco—
 Roy and Mrs. W. P. Park, Messrs. T. W. Abbott,
 Chas. Cutler, A. B. Switzer, E. L. Robertson,
 W. C. Hartledge, Dr. and Mrs. F. S. Johnson,
 Mrs. O. P. Robinson, Messrs. N. Gammon,
 E. W. Tilden, Mrs. Chun Chun Sin, Mr. Fong
 Tse King, Mrs. Chung See, Master Chong
 Mun Yung, and Master Choy Mun Ching.

Per Zelen, from Hong Kong for Shanghai—
 Messrs. G. Freeland, G. Tucker, D. M. Bell,
 Mrs. L. G. Pereira, and Misses L. J. Pereira.
 For Nagasaki—Mr. and Mrs. O. Fromowitz.
 For Yokohama—Mr. A. Schetzel, and Mr. and
 Mrs. H. Westen.
 Per Kinsichou, for Europe—Messrs. J.
 Barber, Stabsingenieur Busing, Rev. A. E.
 Hurra, Messrs. W. L. Bradion and family,
 Chalmers, Col. Misses Mary Conoley, Ella du
 Lane, Florence du Lane, Mr. Peter Forrester,
 Miss Maria Giani, Messrs. Grater and family,
 W. Grapow, Dr. and Mrs. Gress, Dr. C. M.
 Hauston and family, Mr. F. K. Hodgson, Mr.
 and Mrs. Honsheuer, Messrs. Frank H. Hise,
 J. J. J. Keegan, Kild, Vladimir de Kollankowsky,
 Kwan Seng, J. Kugan, Max. Linde, Capt. H.
 Lorenzen, Lieut. von Luck, W. Munder, H. J.
 Rosencrantz, Alfred Kossner, Mrs. O. Sui Sang,
 W. Talters, J. C. Thomson, J. C. Waidlow and family,
 Miss Esther Whitney, Mrs. Wichers and a child,
 Mrs. Wortmann, Prince Yugal von Siam, and
 Mr. Direktor Ziebor.

Hongkong & Whampoa Dock Returns.
 Hyeyia, from Kowloon Dock.
 Pembroke hire " " "
 Bygdo " " "
 Heim " " "
 Nippon Maru " " "
 Knipon " " "
 U.S.A. " " "
 H. E. T. Sumner " " "
 Helen Wyman " " "
 Changsha " " "
 Shinano Maru " " "

Ships Passed The Canal.
 Outward—12th August—Borneo, Fairlie,
 Regina, 14th August—Aganemwin, Lemoa,
 Australian, Brigadier, Simla, Wabisa Maru,
 19th August—Bentley, Indragaya, Simoon,
 St. Fillans, Freiburg, 21st August—Japon,
 Bealmond, Java, 25th August—Glenshiel,
 Ceylon, 28th August—Amanu, Kanagawa
 Maru, Pak Ling, Prinz Heinrich, Madell,
 Tamba Maru, Nurnberg, Candia.
 Homeward—12th August—Arara, 14th
 August—Amana.

Arrivals at Home—12th August—Canton.
 14th August—Hyson, Kawachi Maru, Nubia,
 19th August—Hudson, Alcinous, Preussen,
 Ernest Simon, Flintshire, 21st August—
 Ringo Maru, 25th August—Kostroma, Glen-
 farg, Polynesian, Savina, Hamburg, Vindob-
 onna, 28th August—Manila.

Steamers Expected.

Vessels	From	Agents	Date
Awa Maru	Shanghai	N. Y. K.	Sept. 3
Indrasamha	Shanghai	P. & A. Co.	Sept. 3
Siberia	Shanghai	P. & A. Co.	Sept. 3
Robilla Maru	Manila	I. K. K.	Sept. 4
Kumano Maru	Japan	N. Y. K.	Sept. 4
Australen	Singapore	M. M. Co.	Sept. 6
Borneo	Singapore	J. P. & O. Co.	Sept. 6
Catherine A'car	Singapore	J. P. & O. Co.	Sept. 6
Pekin	Singapore	J. P. & O. Co.	Sept. 6
Bombay Maru	Moji	N. Y. K.	Sept. 6
Chingtu	P. Darwin	B. & S.	Sept. 8
Tartar	Vancouver	C. P. R. Co.	Sept. 13
Kinshu Maru	Bombay	N. Y. K.	Sept. 13
Namsang	Singapore	J. M. & Co.	Sept. 14
Coptic	San Pedro de O. Co.	Sept. 16	
America Maru	San Pedro de O. Co.	Sept. 23	

Vessels in Port.

Vessels	From	Agents	Date
Ariake Maru	Japan	s.s., 2,087, Hori, 1st Sept.	
Kutchinotzu	26th Aug. Coal—M. B. K.		
Bygdo	Norw. s.s., 771, Gundersen, 31st Aug.		
Canton	30th Aug. Gen.—Yep Sen & Co.		
Changsha	Br. s.s., 1,463, Moore, 17th Aug.		
Sydney	22nd July, and Manila 15th Aug.		
Gen.—B. & S.			
Chunyang	Br. s.s., 1,418, Cox, 31st Aug.		
Sourabaya and Pasuruan	21st Aug. Sugar		
—J. M. & Co.			
Claverhill	Br. s.s., 1,029, Seldon, 11th Aug.		
Cardiff	23rd June, Fuel—Admiralty.		
Crown of Arragon	Br. s.s., 1,474, Dorward,		
27th Aug.—Foochow 25th Aug., Tea—			
Gillman & Co.			
Daphne	Ger. s.s., 1,209, Schipper, 24th Aug.		
Sourabaya	15th Aug. Sugar and		
Ground-nuts—B. A. T. Co.			
Dor	Nor. s.s., 630, Gerner, 24th Aug.		
Hangkok	16th Aug. Rice—Kin Tye Tung.		
Eastern	Br. s.s., 3,586, Ellis, 27th Aug.		
Sydney and Portis	5th Aug. Gen. and Coal		
—C. L. & Co.			
Gulhrie	Br. s.s., 2,338, Dabell, 31st Aug.		
Hongay	29th Aug. Coal—G. L. & Co.		
Heim	Norw. s.s., 758, Eriksen, 28th Aug.		
Manila	25th Aug. Ballast—S. W. & Co.		
Hiroshima Maru	Japan s.s., 2,035, Nagao, 31st		
Aug.—Bombay 14th Aug. Gen.—N. Y. K.			
Holstein	Ger. s.s., 985, Lorenzen, 29th Aug.		
Saigon	24th Aug. Rice and Flour—J. &		
Co.			
Hongkong	Br. s.s., 801, Pannier, 28th Aug.		
Haiphong and Hoihow	27th Aug. Gen.—		
A. R. M.			
Ichang	Br. s.s., 1,228, Jones, 1st Sept.		
Canton	1st Sept. Gen.—B. & S.		
Jupiter	Br. s.s., 2,199, Reid, 31st Aug.		
and Hoihow	29th Aug. Coal—Admiralty.		
Koon Maru	Japan s.s., 1,780, Minamikawa, 30th		
Aug.—Kobe 26th Aug. Coal and Gen.—			
Tan Yok Chon.			
Kumang	Br. s.s., 2,078, Butler, 31st Aug.		
Calcutta via Penang and Singapore	25th		
Aug. Gen.—J. M. & Co.			
Lalpoora	Br. s.s., 2,124, Windebank, 1st Se		
t.—Rangoon via Straits 20th Aug. Gen.—			
J. M. & Co.			
Loongyang	Br. s.s., 1,094, Weigall, 1st Sept.		
Manila	29th Aug. Gen.—J. M. & Co.		
Lobhian	Br. s.s., 3,223, Williamson, 31st Aug.		
San Francisco via Yokohama and Moji			
28th July, Gen.—D. & Co., Ltd.			
Mausing	Br. s.s., 1,514, Welsh, 19th Aug.		
Sandakan	13th Aug. Timber and Gen.—		
J. M. & Co.			
Michael Jensen	Ger. s.s., 710, Ulstrup, 14th		
Aug.—Haiphong 14th Aug. Pakhoi 11th,			
and Hoihow 13th Aug. Gen.—J. & Co.			
Nanyang	Ger. s.s., 983, Hass, 22nd Aug.		
Hoilo	18th Aug. Ballast—Tunk Kee.		
Nippon Maru	Japan s.s., 3,437, Greene, 28th		
Aug.—San Francisco 31st July, and			
Shanghai 25th Aug. Mails and Gen.—			
P. M. S. S. Co.			
Olympia	Am. s.s., 1,730, Truebridge, 31st		
Aug.—Tacoma via Ports 3rd Aug. Gen.—			
D. & Co., Ltd.			
Pelayo	Br. s.s., 1,100, Pryan, 30th Aug.		
Swatow 29th Aug. Case Oil—Order.			
Pompey	Am. s.s., 1,200, Range, 28th May.		
Manila, P.I. 25th May, Ballast—U. S.			
Government.			
Pundit	Br. s.s., 3,837, Crebbin, 31st Aug.		
Rangoon 20th Aug. Rice—Order.			
Rubi	Br. s.s., 1,611, Almond, 24th Aug.		
Manila, P.I. 22nd Aug. Gen.—S. T. & Co.			
Shakano Maru	Japan s.s., 2,064, Fujita, 30th		
Aug.—Moji 24th Aug. Coal—E. A. T.			
Co.			
Shantung	Br. s.s., 1,835, Quail, 31st Aug.		
Java 22nd Aug. Sugar—B. & S.			
Shinano Maru	Japan s.s., 3,360, Thompson, 25th		
Aug.—Shanghai 22nd Aug. Coal—N. Y.			
Co.			
Shini Maru	Japan s.s., 1,056, Oshida, 27th Aug.		
Moji 20th Aug. Coal—Order.			
Somangan	Dut. s.s., 1,202, Tol, 30th Aug.		
Samarang 21st Aug. Sugar—Yuen Fat			
Hong.			
Tailu	Ger. s.s., 1,063, Menzell, 20th June.		
Mauritius via Singapore 14th June, Gen.—			
E. A. T. Co.			
Telemachus	Br. s.s., 1,340, Williamson, 23rd		
Aug.—Saigon 19th Aug. Rice and Flour—			
Nam Wo & Co.			
Triglav	Aust. s.s., 618, Randich, 25th Aug.		
Swatow 24th Aug. Coal—Order.			
Triumph	Ger. s.s., 768, Hansen, 18th Aug.		
Moji 10th Aug. Coal—J. & Co.			
Wuchang	Br. s.s., 801, Somerville, 3rd		
Aug.—Hoilo 27th Aug. Gen.—B. & S.			

STRAITERS.

Vessels	From	Agents	Date
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Bygdo	Norw. s.s., 771, Gundersen, 31st Aug.		
Canton	30th Aug. Gen.—Yep Sen & Co.		
Changsha	Br. s.s., 1,463, Moore, 17th Aug.		
Sydney	22nd July, and Manila 15th Aug.		
Gen.—B. & S.			
Chunyang	Br. s.s., 1,418, Cox, 31st Aug.		
Sourabaya and Pasuruan	21st Aug. Sugar		
—J. M. & Co.			
Claverhill	Br. s.s., 1,029, Seldon, 11th Aug.		
Cardiff	23rd June, Fuel—Admiralty.		
Crown of Arragon	Br. s.s., 1,474, Dorward,		
27th Aug.—Foochow 25th Aug., Tea—			
Gillman & Co.			
Daphne	Ger. s.s., 1,209, Schipper, 24th Aug.		
Sourabaya	15th Aug. Sugar and		
Ground-nuts—B. A. T. Co.			
Dor	Nor. s.s., 630, Gerner, 24th Aug.		
Hangkok	16th Aug. Rice—Kin Tye Tung.		
Eastern	Br. s.s., 3,586, Ellis, 27th Aug.		
Sydney and Portis	5th Aug. Gen. and Coal		
—C. L. & Co.			
Gulhrie	Br. s.s., 2,338, Dabell, 31st Aug.		
Hongay	29th Aug. Coal—G. L. & Co.		
Heim	Norw. s.s., 758, Eriksen, 28th Aug.		
Manila	25th Aug. Ballast—S. W. & Co.		
Hiroshima Maru	Japan s.s., 2,035, Nagao, 31st		
Aug.—Bombay 14th Aug. Gen.—N. Y. K.			
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A. R. M.			
Ichang	Br. s.s., 1,228, Jones, 1st Sept.		
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and Hoihow	29th Aug. Coal—Admiralty.		
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Tan Yok Chon.			
Kumang	Br. s.s., 2,078, Butler, 31st Aug.		
Calcutta via Penang and Singapore	25th		
Aug. Gen.—J. M. & Co.			
Lalpoora	Br. s.s., 2,124, Windebank, 1st Se		
t.—Rangoon via Straits 20th Aug. Gen.—			
J. M. & Co.			
Loongyang	Br. s.s., 1,094, Weigall, 1st Sept.		
Manila	29th Aug. Gen.—J. M. & Co.		
Lobhian	Br. s.s., 3,223, Williamson, 31st Aug.		
San Francisco via Yokohama and Moji			
28th July, Gen.—D. & Co., Ltd.			
Mausing	Br. s.s., 1,514, Welsh, 19th Aug.		
Sandakan	13th Aug. Timber and Gen.—		
J. M. & Co.			
Michael Jensen	Ger. s.s., 710, Ulstrup, 14th		
Aug.—Haiphong 14th Aug. Pakhoi 11th,			
and Hoihow 13th Aug. Gen.—J. & Co.			
Nanyang	Ger. s.s., 983, Hass, 22nd Aug.		
Hoilo	18th Aug. Ballast—Tunk Kee.		
Nippon Maru	Japan s.s., 3,437, Greene, 28th		
Aug.—San Francisco 31st July, and			
Shanghai 25th Aug. Mails and Gen.—			
P. M. S. S. Co.			
Olympia	Am. s.s., 1,730, Truebridge, 31st		
Aug.—Tacoma via Ports 3rd Aug. Gen.—			
D. & Co., Ltd.			
Pelayo	Br. s.s., 1,100, Pryan, 30th Aug.		
Swatow 29th Aug. Case Oil—Order.			
Pompey	Am. s.s., 1,200, Range, 28th May.		
Manila, P.I. 25th May, Ballast—U. S.			
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Aug.—Shanghai 22nd Aug. Coal—N. Y.			
Co.			
Shini Maru	Japan s.s., 1,056, Oshida, 27th Aug.		
Moji 20th Aug. Coal—Order.			
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Samarang 21st Aug. Sugar—Yuen Fat			
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Triglav	Aust. s.s., 618, Randich, 25th Aug.		
Swatow 24th Aug. Coal—Order.			
Triumph	Ger. s.s., 768, Hansen, 18th Aug.		
Moji 10th Aug. Coal—J. & Co.			
Wuchang	Br. s.s., 801, Somerville, 3rd		
Aug.—Hoilo 27th Aug. Gen.—B. & S.			

SAILING VESSELS.

Eastern, Br. s.s., 3,586, Ellis, 27th Aug.,— Sydney and Port 5th Aug., Gen. and Coal— —G., L. & Co.
Euthrice, Br. s.s., 2,338, Dabell 31st Aug.,— Hongay 20th Aug., Coal.—G., L. & Co.
Heim, Norw. s.s., 758, Eriksen, 28th Aug.,— Manila 25th Aug., Ballast.—S., W. & Co.
Hiroshina Maru, Jap. s.s., 2,035, Nagao, 31st Aug.—Bombay 14th Aug., Gen.—N. Y. K.

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WILLIAM POWELL, LTD.,



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SHIRTS.
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WILLIAM POWELL, LTD.

34, Queen's Road Central,
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August 10th.

R. G. HECKFORD,
MANAGER.